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NORTH DAKOTA
HIGHWAY STATISTICS

November 1982

Prepared by

NORTH DAKOTA STATE HIGHWAY DEPARTMENT
Bismarck, North Dakota
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In cooperation with the

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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PREFACE

The 1982 issue of *North Dakota Highway Statistics* is a compilation of data relating to roads and streets in the state of North Dakota. It presents tables on highway mileages by system or political subdivision, motor vehicle travel on these various road systems, motor vehicle registrations, motor fuel consumed, and the sources and expenditure of funds which construct and maintain these systems.

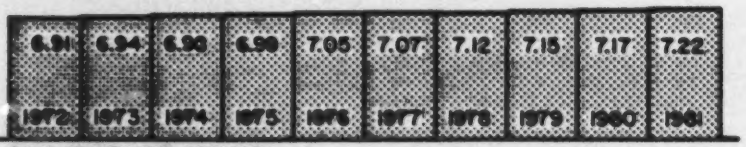
Information in this publication was obtained from various records and reports of federal, state, and local agencies. We wish to express our appreciation to these agencies and the personnel who assisted in the collection of this data.

NORTH DAKOTA HIGHWAY STATISTICS

CALENDAR YEAR

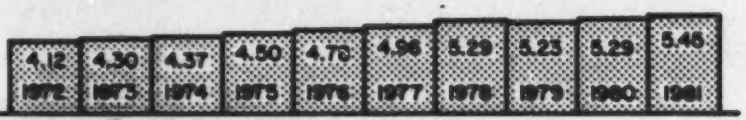
STATE HIGHWAY SYSTEM MILEAGE

THOUSANDS OF MILES



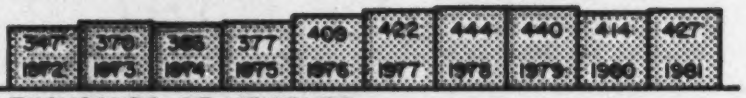
VEHICLE MILES TRAVELED IN STATE

BILLIONS OF MILES



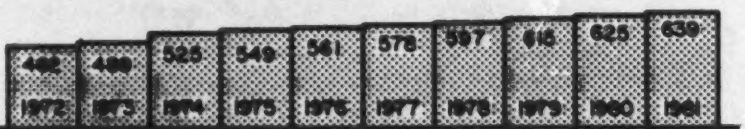
GALLONS OF FUEL TAXED FOR HIGHWAYS

MILLIONS OF GALLONS



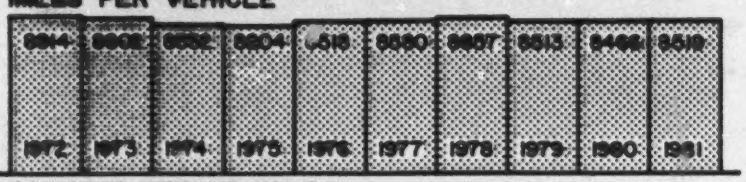
MOTOR VEHICLE REGISTRATIONS

THOUSANDS OF VEHICLES



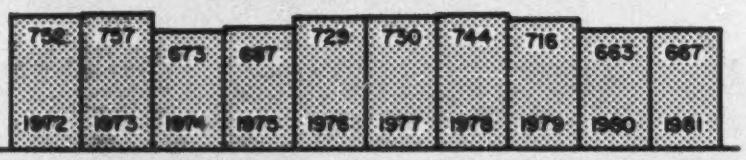
MILES TRAVELED PER VEHICLE

MILES PER VEHICLE



GALLONS CONSUMED PER VEHICLE

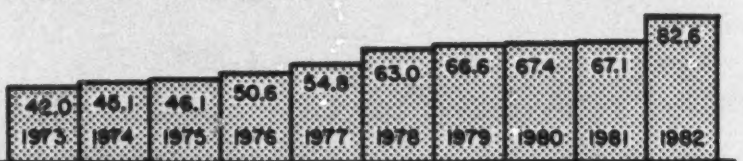
GALLONS PER VEHICLE



FISCAL YEAR

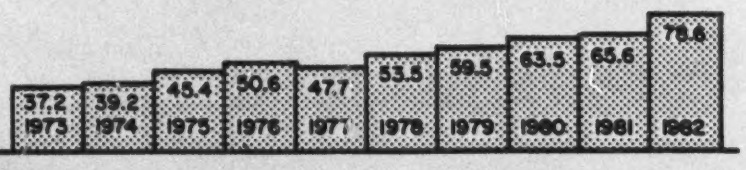
HIGHWAY USER REVENUE (In State)

MILLIONS OF DOLLARS



FEDERAL AID APPORTIONMENTS

MILLIONS OF DOLLARS



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MILEAGE OF NORTH DAKOTA ROAD AND STREET SYSTEMS

Construction and maintenance of North Dakota road and street mileage is the responsibility of five separate administrative jurisdictions: federal, state, counties, organized townships, and incorporated cities.

Roads under federal jurisdiction consist of those located in national parks, forests, and reservations.

State highways are comprised of four designated systems: interstate, primary, secondary, and urban. In order to achieve continuity, highway routes may extend into or through municipal areas thereby connecting the rural parts of the routes. These connecting links are known as urban or municipal extentions. The state highway system is under the administrative jurisdiction of the State Highway Department. Roads located within the confines of state parks are under the administrative jurisdiction of the State Park Service.

County highways consist of a designated federal highway aid system of local roads, and a regular county road system. County and other local road systems may also extend into or through municipalities. The county highways are under the administrative jurisdiction of the Board of County Commissioners of the 53 North Dakota counties. Counties have the responsibility for construction and maintenance of bridges on local roads and streets.

The roads in organized townships, of which 1,360 township boards in North Dakota have jurisdiction, form a system which serves local rural travel. Those roads similar in character but located in unorganized townships are under the jurisduction of the Board of County Commissioners of the county in which such roads are situated.

The 364 incorporated cities develop their own arterial and other street systems for which they are responsible. Unincorporated city streets in unorganized township territory are the responsibility of the Board of County Commissioners of the county in which such cities are situated. Unincorporated city streets located in organized township territory are the responsibility of the organized township in which such cities are situated.

SUMMARY OF EXISTING MILEAGE OF NORTH DAKOTA ROADS AND STREETS
CLASSIFIED BY SYSTEMS AND SURFACED AND UNSURFACED TYPES

December 31, 1981

System	Surfaced Mileage			Unsurfaced Mileage		Total Surfaced and Unsurfaced Mileage
	Hard Surface					
	Bituminous	P.C. Concrete	Gravel	Graded and Drained	Unimproved Roads and Trails	
State - Interstate - Rural Roads	14.7	521.4	-	-	-	536.1
- City Streets	-	35.0	-	-	-	35.0
- Total	14.7	556.4	-	-	-	571.1
- Primary - Rural Roads	5,237.3	66.9	-	-	1.5	5,305.7
- City Streets	259.8	30.5	.6	-	1.5	292.4
- Total	5,497.1	97.4	.6	-	3.0	5,598.1
- Secondary - Rural Roads	899.9	7.8	60.5	-	-	968.2
- City Streets	26.1	1.1	-	-	-	27.2
- Total	926.0	8.9	60.5	-	-	995.4
- Urban - City Streets	16.8	7.3	-	-	-	24.1
- State System Only:						
- Rural Roads	26.5	-	1.5	-	-	28.0
- City Streets	2.8	-	-	-	-	2.8
- Total	29.3	-	1.5	-	-	30.8
- Total State System:						
- Rural Roads	6,177.7	609.8	62.0	-	1.5	6,851.0
- City Streets	306.2	60.2	.6	-	1.5	368.5
- Total 1/	6,483.9	670.0	62.6	-	3.0	7,219.5
County - Federal Aid Secondary - Rural Roads	3,102.6	33.6	5,972.2	57.5	39.4	9,205.3
- City Streets	117.8	2.2	59.2	-	.1	179.3
- Total	3,220.4	35.8	6,031.4	57.5	39.5	9,384.6
Other Rural Roads and Streets	898.1	43.5	52,201.2	6,954.3	26,456.8	86,553.9
Incorporated City Streets 2/	1,734.4	198.3	1,094.9	19.0	146.7	3,193.3
Total Rural Roads	10,178.4	686.9	58,235.4	7,011.8	26,497.7	102,610.2
Total City Streets	2,158.4	260.7	1,154.7	19.0	148.3	3,741.1
Grand Total, Rural Roads and City Streets	12,336.8	947.6	59,390.1	7,030.8	26,646.0	106,351.3

1980 Functional System Mileage

System	Rural	Urban	Total
Interstate	536	35	571
Other Principal Arterial	1,369	138	1,507
Minor Arterial	4,102	168	4,270
Collector	18,582	212	18,794
Local	80,315	894	81,209
Total	104,904	1,447	106,351

1/ Under jurisdiction of the State Highway Department.
2/ Exclusive of state and county system street mileage shown above.

ESTIMATED 1981 ANNUAL VEHICLE MILES OF TRAVEL ON ALL ROADS AND STREETS
TRAVEL SHOWN IN THOUSANDS OF MILES

Vehicle Type	FAI System	Principal Arterial System	Minor Arterial System	Major Collector System	Minor Collector System	Other Rural Roads	Inc. Streets	Total
Passenger Cars								
Local	317,850	771,095	648,521	477,415	72,895	186,650	286,475	2,760,901
Foreign	159,212	74,131	47,395	30,967	1,644	4,183	6,150	323,682
Motorcycles	4,606	6,800	5,245	3,391	377	1,547	20	21,986
Buses 1/	13,544	10,410	13,194	8,582	5,604	12,550	160	64,044
Single Unit Trucks								
Panels & Pickups 2/	165,033	323,439	373,987	279,925	72,681	287,339	45,956	1,548,360
2 Axle, 6 Tire	23,898	35,347	54,595	44,593	18,732	44,872	6,250	228,287
3 Axle	12,504	19,585	28,836	26,934	5,774	26,075	630	120,338
Semitrailer Comb.								
3 Axle	1,394	1,908	1,681	1,470	108	516	80	7,157
4 Axle	5,998	3,381	3,729	2,709	530	1,032	60	17,439
5 Axle or More	131,258	60,730	65,790	30,775	3,566	6,246	325	298,690
Full Trailer Comb.								
5 Axle or Less	13,284	5,650	9,571	6,287	1,419	1,547	--	37,758
6 Axle or More	6,653	3,537	3,439	2,429	413	516	--	16,987
TOTAL	855,234	1,316,013	1,255,983	915,477	183,743	573,073	346,106	5,445,629

Open entries indicate less than 0.1 of 1%
1/ Commercial, School and Camper Buses combined
2/ 2 Axle, 4 Tire combined with Panels and Pickups

FEDERAL-AID HIGHWAY FUNDS APPORTIONED TO NORTH DAKOTA

Federal-aid apportioned to the various states for highway purposes is derived from a 4 cent per gallon tax on gasoline, diesel, and special fuels used in highway vehicles; the unrefunded portion of the tax on gasoline used for nonhighway purposes; a 2 cent per gallon tax on special fuels used in nonhighway vehicles; a 2 cent per gallon tax on diesel fuel for highway vehicles not registered or not required to be registered for highway use; a 2 cent per gallon tax on fuel used by certain transit systems; all of the 10 cent per pound tax on highway tires and inner tubes and the 5 cent per pound tax on nonhighway tires and tread rubber; all of the 10 percent tax on new trucks, buses and trailers over 10,000 pounds gross weight; and 8 percent tax on truck parts and accessories; a 6 cent per gallon tax on lubricating oil used on the highways; and an annual highway use tax on certain trucks, truck-tractors and buses.

The net proceeds of these revenues go into a federal highway trust fund from which authorized appropriations of regular federal-aid are apportioned annually to the states by the following formulas:

Federal-Aid Highway Funds	Formula Factors
Interstate System	In the ratio which the federal share of the estimated cost of completing the interstate system in each state bears to the federal share of the total estimated cost of completing the interstate in all states, no state shall receive less than one-half of one per centum of total apportionment. Whenever such amounts made available for the interstate system in any state exceed the cost of completing and rehabilitating that state's portion of the interstate system, the excess amount shall be transferred to the amounts apportioned to such state for primary, rural secondary and urban highways.
Interstate System Rehabilitating	Seventy-five percent of apportionment in the ratio which the lane miles on the interstate system which have been in use for more than five years (other than those on toll roads) in each state bears to the total of the lane miles on the interstate system which have been in use for more than five years (other than those on toll roads) in all the states. Twenty-five percent of apportionment in the ratio which the total vehicle miles traveled on the lanes on the interstate system which have been in use for more than five years (other than those on toll roads) in each state bears to the total vehicle miles traveled on the lanes on the interstate system which have been in use for more than five years (other than those on toll roads) in all the states.
Consolidated Primary System (Includes urban extensions of primary system and priority primary routes.)	Two-thirds of apportionment in the ratio which the total area, population of rural areas, and intercity and rural delivery mail route mileage where service is performed by motor vehicle of the state bears to the total land area, population of rural areas, and intercity and rural delivery mail route mileage where service is performed by motor vehicle of all the states. Each factor is given equal weight and each counts one-third. One-third of apportionment in the ratio which the population in urban areas in each state bears to the total population in urban areas in all the states. No state shall receive less than one-half of one per centrum of each year's apportionment.
Rural Secondary System	In the ratio which the total area, population of rural areas, and intercity and rural delivery mail route mileage where service is performed by motor vehicle of the state bears to the total land area, population of rural areas, and intercity and rural delivery mail route mileage where service is performed by motor vehicle of all the states. Each factor is given equal weight and each counts one-third. No state shall receive less than one-half of one per centum of each year's apportionment.

Federal-Aid Highway Funds	Formula Factors
Urban System	In the ratio which the population in urban areas, or parts thereof, in each state bears to the total population in such urban areas in all the states. No state shall receive less than one-half of one per centum of each year's apportionment.
Safer Off-System Roads (Financed from general funds.)	In the ratio which the area, population of rural areas, and off-system road mileage of each state bears to the total area, population of rural areas and off-system road mileage of all the states. Each factor is given equal weight and each counts one-third.

The foregoing federal-aid highway funds are apportioned to North Dakota for highway and street construction, planning and research, and for use in constructing bicycle trails and pedestrian walkways. Urban system apportionment funds are availalbe for the construction, reconstruction, and improvement of rail transit facilities and purchase of rail or bus rolling stock.

For the most part participation in the costs of North Dakota highway projects financed by primary, secondary, urban and off-system federal-aid highway funds are shared 76.17 percent federal and 23.83 percent state. Interstate highway projects are financed 90 percent federal and 10 percent state funds.

Federal funds, appropriated entirely from the Federal Highway Trust Fund, are apportioned to the states for a number of highway safety programs. Federal funding of these highwy safety projects vary from 50 to 100 percent depending on type of program.

In addition to the above apportionment some special 100 percent federal highway funds are also expended in North Dakota. These funds are for the most part provided by the Department of Defense and the Corps of Engineers, and are used for construction and maintenance of local military defense roads and for the relocation or extraordinary improvement of roads in federal dam areas.

APPORTIONMENT OF FEDERAL-AID HIGHWAY FUNDS TO STATE OF NORTH DAKOTA
1973-1982

Fiscal Year	Federal-Aid Highway Program Apportionments							
	Interstate Highways							
	Regular	Rehabilitation	Primary Highways	Secondary Highways 1/	Urban Highways	Safer Off-System Roads	Metropolitan Planning	Economic Growth Centers
	$	$	$	$	$	$	$	$
1973	19,761,823	—	7,314,506	5,271,880	719,612	—	—	644,000
1974	12,661,453	—	9,679,608	5,089,249	4,288,595	—	117,370	—
1975	14,744,089	—	10,857,430	5,273,554	4,388,348	—	132,300	—
1976	15,006,408	—	12,592,315	5,746,628	4,393,059	3,532,870	137,013	1,316,077
1977 4/	404,623	—	18,248,771	10,724,812	7,870,450	2,269,681	412,519 3/	740,900
1978	15,806,158	2,435,823	12,105,312	5,234,288	3,890,450	2,235,270	146,014	727,382
1979	15,804,953	2,454,378	12,854,440	6,331,720	3,900,400	2,240,420	153,738	684,899
1980	15,845,375	1,955,605	14,217,849	6,968,737	3,900,400	2,235,592	164,763	687,310
1981	17,064,250	1,944,320	15,100,176	7,590,483	3,900,400	2,223,363	170,888	600,814
1982	17,064,250	2,971,959	12,178,843	4,963,125	3,902,355	2,191,557	161,773	625,732

Fiscal Year	Federal-Aid Highway Program Apportionments								
	Emergency Relief	Defense Access Roads 2/	Forest Highways	Beautification	Bridge Replacement	Access Hwys. to Recrea-Areas	Federal Land Highways	Highway Safety Programs	Total Fed-Aid Hwy. Apportionments
	$	$	$	$	$	$	$	$	$
1973	—	2,125,827	117	—	324,750	—	—	1,027,889	37,190,404
1974	—	4,372,899	117	597,500	78,528	—	—	2,267,144	39,152,463
1975	255,500	2,359,221	117	2,465,925	700,655	—	—	4,269,378	45,446,517
1976	143,613	2,325,890	117	390,000	—	—	300,000	4,666,546	50,550,536
1977 4/	1,202,451	660,273	146	31,870	335,320	—	—	4,769,479	47,671,295
1978	1,529,029	2,500,254	117	—	542,314	750,000	1,500,000	4,095,243	53,497,654
1979	95,454	887,193	114	—	4,124,830	3,460,000	—	6,521,504	59,514,043
1980	1,957,379	246,070	114	—	5,766,880	3,050,000	—	6,470,969	63,467,043
1981	1,840,117	483,248	114	—	7,946,432	—	—	6,691,423	65,556,028
1982	—	297,000	114	—	19,479,512 5/	10,000,000	—	4,764,601	78,600,821

1/ After deducting one and one-half percent for highway research, 50 percent of secondary funds are allocated for county FAS highways.
2/ Funds received from U.S. Department of Defense for construction and maintenance of ABM and Missile Complex access roads.
3/ Includes $272,000 apportioned for highway planning and research.
4/ Includes transitional quarter apportionment. Federal Government changed ending of fiscal year from June 30 to September 30.
5/ Includes $15,000,000 Bridge Discretionary Funding for Bismarck Expressway Bridge.

HS82 1

ROAD-USER AND SPECIAL TAXES AND FEES LEVIED FOR HIGHWAY PURPOSES BY THE STATE OF NORTH DAKOTA

Following is a list and a brief discussion of the various road-user and special excise taxes levied in the state for road and street purposes:

- Motor Fuel Taxes
- Special Fuels 2% Excise Tax
- Motor Vehicle Registration Fees
- Motor Vehicle 3% Use Tax
- Ton Fees
- Trip Permit Fees
- Motor Vehicle Driver's License Fees
- Proportional Registration (Trucks) Fees
- Approved Equipment Fees
- Overweight/Size Moving Permit Fees
- Mobile Home Moving Permit Fees
- Escort Service Fees
- Truck Overload Fees
- Gas and Oil Production Tax

Motor Fuel Taxes

The state tax on both gasoline and special motor fuels is currently 8 cents per gallon. Special motor fuel consists largely of diesel fuel. On fuels containing a minimum of 10 percent agricultural ethyl alcohol (gasohol) whose purity is at least 99 percent alcohol the state tax is 4 cents per gallon. The tax on agriculturally derived alcohol or oil blended special fuel is 4 cents per gallon.

No tax is collected on motor fuel sold out-of-state. Motor fuel purchased by the federal government is tax exempt. Seven cents of the 8 cents per-gallon tax on the gallons of gasoline and special fuels sold is refundable for non-highway use with the exception that the full 8 cent tax is refundable when used for aviation purposes or by a governmental agency in construction or maintenance of a public road, street or airport. The refundable tax on agricultural gasoline purchased during the period April 1 — September 30 each year may be assigned by the purchaser to the dealer. There is no refund of the state gasoline or special motor fuels tax to a person, firm, or private corporation doing work paid for from public funds.

Special Fuels 2% Excise Tax

Special Fuels used for agricultural, railroad, industrial, and heating purposes are exempt from the 8 cents per-gallon special fuels tax and instead are subject to a 2% excise retail sales tax.

Motor Vehicle Registration Fees

Motor vehicles are registered (licensed) in North Dakota according to weight and age; passenger vehicles by manufacturer's specified shipping weight and trucks by owners declared gross weight. Registration fees increase as to vehicle weight and decrease with age. There are three statutory fee schedules in force: one for passenger cars and buses; one for farm trucks; and another for all other trucks.

Motor Vehicle 3% Use Tax

A 3% use tax is levied on the net price of motor vehicles purchased at retail outside the state and brought in for use on North Dakota roads and streets.

Ton Fees

Ton fees are levied in addition to truck registration fees on trucks having a gross weight of 12,000 — 24,000 pounds, except farm and city. Annual fees are four dollars for each two thousand pounds of registered gross weight.

Trip Permit Fees

Non-residents electing to pay a trip permit fee in lieu of registration, when authorized to do so by the state highway commissioner, shall pay a fee of ten dollars for a trip permit which shall be valid for a period of seventy-two hours. The trip permit fee is paid on trucks having three or more axles. Trucks in this category are restricted to interstate operation. Except lease and rental vehicles, two axle foreign trucks are generally regarded as reciprocal and as such are not subject to the trip permit fee.

Proportional Registration Fees (Interstate Trucks)

North Dakota currently has mileage proration agreements (IRP and Uniform Compact) with 30 states and two Canadian provinces: a quarterly flat tax fee agreement with the province of Manitoba; and a ton mile agreement with the province of Saskatchewan.

The mileage proration method permits the prorating of truck registration fees of the North Dakota truck fee schedule on a basis of miles of travel in North Dakota as a percentage of total fleet mileage in all states.

R-plates and cab cards are issued as a means of identification to trucks operating under reciprocal agreement. R-plates are issued to Saskatchewan trucks paying the ton mile agreement fee and $4 per plate. Cab cards are issued to trucks and trailers operating under the uniform proration agreement for $5 per cab card. Identification for trucks operating under the IRP is issued by the base state only.

Approved Equipment Permit Fees

The maximum gross weight at which a truck can be registered in North Dakota is 64,000 pounds. However, for trucks with improved equipment, designed for better load to highway distribution, the maximum gross weight may be increased to as much as 105,500 pounds when approved by the state highway commissioner. The fee for an approved equipment permit is $15 for 82,000 pounds GVW and over. Trucks exceeding 80,000 pounds GVW may travel on only those state highways designated by the state highway commissioner and on other highways designated by local authorities under their jurisdiction, not to include the Interstate highway system.

Overweight/Size Moving Permit Fees

A single trip permit is required to move on the highways of this state any equipment having a weight and size which does not conform to legal limits. The fee for such a permit is $5. Permitted vehicles and loads of extraordinary size and weight are also required to pay heavy weight and ton mile fees.

Mobile Home Moving Permit Fees

Any mobile home having a length, width, and height in excess of 60 feet, 8 feet, and 12½ feet respectively, must have a special permit before moving on the highways of this state. The fee for a mobile home moving permit is $5.

Escort Service

This service, performed by the State Highway Department, is required when very heavy and/or oversize equipment is moved on the state highway system. Escort service fees are $30 per hour and 30 cents a mile for each officer.

Truck-Overload Fees

Overload fees are collected from trucks found to be carrying a load in excess of legal or restricted limits. The imposition of such fees does not constitute an extension of the allowable load limits, but rather is a penalty for overloading. Court assessed charges for the extraordinary use of the highway, streets or roads are as follows: 1 cent per pound for each pound of weight in excess of the legal limit up to 3,000 pounds of excess weight; 4 cents per pound for each pound which exceeds the legal limit by over 3,000 pounds but is less than 5,000 pounds of excess; 8 cents per pound for each pound which exceeds the legal limit by over 5,000 pounds but is not more than 10,000 pounds; 10 cents per pound for each pound which exceeds the legal limit by over 10,000 pounds but is less than 20,000 pounds of excess weight; and 20 cents per pound for each pound which exceeds the legal limit by more than 20,000 pounds.

Motor Vehicle Driver's License Fees

No person, except those expressly exempted, shall drive any motor vehicle upon a highway in the state unless he has in his possession a valid driver's license. The fee for such a license is $8 for a four-year period.

Gas and Oil Production Tax

A 1% severance tax on the gross value at the well of oil and gas produced in the state during the 1981-1982 biennium is dedicated for highway purposes. The total amount to be distributed for highway purposes during this period is limited to $32 million with any revenue generated over this amount credited to the state general fund.

PROVISIONS GOVERNING THE DISPOSITION OF NORTH DAKOTA REVENUES FOR HIGHWAY PURPOSES
ACCRUING FROM STATE SOURCES, JULY 1, 1981 - JUNE 30, 1983

Collection Agency and Fee or Tax	Disposition of Revenue: Fund	Amount or Proportion	Object of Expenditure
Motor Vehicle Department			
Motor Vehicle Registration and Related Fees	Motor Vehicle Operating Fund	Amount required of $4,364,008 legislative appropriation for biennium ending June 30, 1983	Collection and Administrative costs of the Motor Vehicle Department
	Highway Tax Distribution Fund 1/	Remainder: 63% to State Hwy. Dept. 37% to Counties & Cities 2/	 For State highway use. For local road and street purposes.
3% Motor Vehicle Use Tax applied on price of vehicles purchased outside of State	Highway Tax Distribution Fund 1/	50% of receipts: 63% to State Hwy. Dept. 37% to Counties & Cities 2/	 For State highway use. For local road and street purposes.
	State General Fund	50% of receipts.	For State general use.
Ton Fees	Highway Tax Distribution Fund 1/	63% to State Hwy.Dept. 37% to Counties & Cities 2/	For State highway use. For local road and street purposes.
Unsatisfied Judgement Fees	Special State Fund	All	Pay judgments awarded by courts in motor vehicle accident cases in which driver responsibility is lacking.
State Tax Commissioner			
Gasoline Tax 3/ (8¢ per gallon)	Motor Fuel Dealers:		
	Wholesale	Retain 2% of gross tax receipts.	For collection of gasoline taxes.
	Retail	Allowed the amount of gas tax on 1% of gallonage purchased.	For evaporation and shrinkage at retail level.
	Gas Tax Refund Fund	Amount required, approximately 13% of State Tax Commissioner's receipts.	Pay gas tax refund claims for nonhighway use.
	Aeronautics Commission Special Fund	All unrefunded tax on aviation fuel.	For airport use.
	State General Fund	Legislative appropriation of $588,000 for biennium ending June 30, 1983	Pay cost of motor fuel tax collection and administration.
	Highway Tax Distribution Fund 1/	Remainder: 63% to State Hwy. Dept. 37% to Counties & Cities 2/	 For State highway use. For local road and street purposes.
Gasohol Tax (4¢ per gallon)	Motor Fuel Dealers:		
	Wholesale	Retain 2% of gross tax receipts	For collection of gasoline taxes.
	Retail	Allowed the amount of tax on 1% of gallonage purchased	For evaporation and shrinkage at retail level.
	Highway Tax Distribution Fund 1/	63% to State Highway Department 37% to Counties & Cities 2/	For State highway use. For local road and street purposes.
Special Fuels Tax 3/ (8¢ per gallon)	Special Fuels Refund Fund	Amount required, approximately 15% of State Tax Commissioner's receipts.	Pay special fuels tax refund claims for nonhighway use.
	Highway Tax Distribution Fund 1/	Remainder: 63% to State Highway Dept. 37% to Counties & Cities 2/	 For State highway use. For local road and street purposes.
Special Fuels 2% Excise Tax on purchase price of agricultural, industrial, railroad, and heating fuels	Highway Tax Distribution Fund 1/	63% to State Highway Department 37% to Counties & Cities 2/	For State highway use. For local road and street purposes.
Blended Special Fuels Tax (4¢ per gallon)	Highway Tax Distribution Fund 1/	63% to State Highway Department 37% to Counties & Cities 2/	For State highway use. For local road & street purposes.

PROVISIONS GOVERNING THE DISPOSITION OF NORTH DAKOTA REVENUES FOR HIGHWAY PURPOSES
ACCRUING FROM STATE SOURCES, JULY 1, 1981 - JUNE 30, 1983

Collection Agency and Fee or Tax	Disposition of Revenue		
	Fund	Amount or Proportion	Object of Expenditure
State Tax Commissioner			
One Cent of Refundable Tax on Motor Fuels used for Agricultural or Industrial Purposes	Township Road Fund	All	For township road purposes.
One Percent Severance Tax on Gas & Oil Production (The total amount to be distributed for highway purposes during the 1981-83 biennium is limited to $32 million with any revenue generated over this amount credited to state general fund.)	Township Road Fund	An amount which, when added to the amount distributed to townships from the one cent nonrefunded motor fuel tax receipts, will result in a total distribution of $8 million for the 1981-83 biennium.	For township road purposes.
	Highway Tax Distribution Fund 1/	Remainder:	
		63% to State Highway Department	For State highway use.
		37% to Counties & Cities 2/	For local road and street purposes.
State Highway Department			
Truck Reciprocity Fees: Prorated Truck Reg. Fees Prorated Trlr. Reg. Fees Proration Plates and Cab Card Fees Approved Truck Equipment Fees Truck Overload Fees Escort Service Fees Moving Permits Fees: Mobile Home Overweight/Size Equip. Trip Permit Fees Drivers' License Fees	State Highway Fund	All	Construction and maintenance of roads on the State highway system.

1/ From this fund the State Treasurer distributes monthly the amount received from motor vehicle registrations and related fees, ton fees, gasoline and special fuels 8¢ per gallon taxes, gasohol 4¢ per gallon tax, a 2% excise (retail sales) tax on other special fuels, one half of a 3% motor vehicle use tax, blended special fuels 4¢ per gallon tax, and gas and oil production tax.

2/ Allocated by the State Treasurer to the counties in the proportion that the number of motor vehicles registered in each county bears to the total motor vehicles registered in all counties of the State. The amount so allocated to each county is then distributed by the State Treasurer 73 percent to the county for county highway purposes and 27 percent to the incorporated cities of that county for street purposes. Distribution to incorporated cities is made according to population as determined by the last regular or special United States census, or by State census for newly incorporated places. Provided, however, that in each county having a city with a population of ten thousand or more, the amount transferred each month into the county highway tax distribution fund shall be the difference between the amount allocated to that county and the total amount allocated and distributed to the incorporated cities in the county as computed according to the following formula: (1) The share to each city in the county having a population of less than one thousand shall be determined by multiplying the population of that city by the product of 1.50 times the statewide per capita average. (2) The share to each city in the county having a population of one thousand to four thousand nine hundred ninety-nine, inclusive, shall be determined by multiplying the population of that city by the product of 1.25 times the statewide per capita average. (3) The share to each city in the county having a population of five thousand or more shall be determined by multiplying the population of that city by the statewide per capita average for all such cities.

3/ Includes importer for use fuel the tax on which applies to fuel imported into the State in supply tanks of interstate motor carriers and used on North Dakota highways. Such operators require a license and remit tax to the State Tax Commissioner.

GALLONAGE DISPOSITION OF NORTH DAKOTA GASOLINE, GASOHOL AND SPECIAL FUELS [1/]

1973 - 1982

Fiscal Year Ending June 30	Gasoline			Gasohol
	Gross Gallons Taxed	Refunded or Assigned	Net Gallons Taxed for Highway Purposes	Gallons Taxed for Highway Purposes
1973	419,421,773	105,818,207	313,603,566	-
1974	412,320,285	102,108,651	310,211,634	-
1975	407,914,331	92,679,896	315,234,435	-
1976	431,782,714	92,497,882	339,284,832	-
1977	444,573,605	88,279,711	356,293,894	-
1978	443,047,969	83,712,582	359,335,387	-
1979	457,127,404	80,953,591	376,173,813	46,450
1980	411,891,747	72,913,777	338,977,970	5,853,535
1981	377,621,487	61,574,304	316,047,183	12,930,696
1982	390,791,286	60,117,564	330,673,722	9,123,427

Fiscal Year Ending June 30	Special Motor Fuel			
	Gross Gallons Taxed	Refunded	Net Gallons Taxed for Highway Purposes	Other Special Fuels Taxed at 2% of Purchase Price
1973	56,842,500	11,947,194	44,895,306	325,112,011
1974	61,713,333	7,806,705	53,906,628	313,202,222
1975	62,569,580	16,400,478	46,169,102	324,948,276
1976	71,380,781	14,807,670	56,573,111	338,346,179
1977	81,272,907	15,445,657	65,827,250	338,197,105
1978	84,966,751	17,635,194	67,331,557	360,005,300
1979	92,732,210	21,639,433	71,092,777	393,700,690
1980	97,974,168	15,666,868	82,307,300	413,768,228
1981	96,308,849	17,205,952	79,102,897	365,428,289
1982	106,634,583	14,830,578	91,804,005	399,134,244

1/ Data as reported by the Gas Tax Division, State Tax Department.

RECEIPTS FROM TAXES LEVIED ON GASOLINE, GASOHOL AND SPECIAL FUELS

1973 - 1982

Fiscal Year Ending June 30	Gasoline			Gasohol
	Gross Gas Tax Receipts	Withheld for Refunds and Administration	Net Gas Tax Receipts Available for Distribution	Tax Receipts
1973	$25,850,951	$5,025,000	$20,825,951	$ -
1974	25,627,053	5,267,500	20,359,553	-
1975	25,877,447	4,767,500	21,109,947	-
1976	27,056,560	4,330,000	22,726,560	-
1977	29,205,095	4,630,000	24,575,095	-
1978	32,194,238	4,889,000	27,305,238	-
1979	33,409,941	4,836,000	28,573,941	1,000
1980	30,534,045	4,453,232	26,080,813	199,491
1981	27,827,416	3,852,553	23,974,863	511,606
1982	29,238,732	3,762,033	25,476,699	357,306

Fiscal Year Ending June 30	Special Motor Fuels			Special Fuels 2% Excise Tax 1/
	Gross Sp. Fuels Tax Receipts	Withheld for Refunds	Net Sp. Fuels Tax Receipts Available for Distribution	
1973	$3,937,826	$ 813,292	$3,124,534	$1,073,006
1974	4,273,437	786,550	3,486,887	1,546,438
1975	4,419,026	974,953	3,444,073	2,087,788
1976	4,846,937	970,906	3,876,031	2,302,180
1977	5,875,693	1,278,680	4,597,013	2,601,065
1978	6,646,727	1,676,615	4,970,112	2,971,684
1979	7,369,349	1,179,803	6,189,546	3,458,560
1980	7,739,961	1,260,572	6,479,389	6,086,527
1981	7,735,664	1,455,863	6,279,801	6,390,079
1982	8,752,190	1,239,041	7,513,149	7,638,319

1/ Two percent excise tax levied on purchase price of special fuels used for agricultural, railroad, industrial, and heating purposes.

NORTH DAKOTA MOTOR VEHICLE AND TRAILER REGISTRATIONS

1972-1981

Calendar Year	Privately Owned Motor Vehicles						
	Passenger Cars 1/	Trucks 2/	Buses	Motorcycles	Snow-mobiles 5/	House Cars 6/	Total
1972	287,491	164,830	596	15,744	7,805	1,378	477,844
1973	300,781	177,603	588	18,738	14,653	1,921	514,284
1974	318,253	195,388	570	22,387	9,295	2,492	548,385
1975	328,206	208,677	544	24,742	19,513	3,244	584,926
1976	332,901	215,291	528	24,590	7,329	4,321	584,960
1977	341,240	222,594	521	26,027	15,905	5,380	611,667
1978	348,488	232,667	496	27,035	5,345	6,560	620,591
1979	355,748	242,276	641	28,108	1,294	7,331	635,398
1980	361,956	245,463	764	29,613	13,668 7/	7,711	659,175
1981	371,964	248,903	774	31,115	1,290	8,303	662,349

Calendar Year	Publicly Owned Motor Vehicles 3/					Total Motor Vehicle Regis-trations	Trailer Registrations		
	Passenger Cars	Trucks	Buses	Motor-cycles	Total		Travel Trailer	Commercial and Other 4/	Total
1972	1,600	4,706	1,165	38	7,509	485,353	7,912	8,609	16,521
1973	1,628	4,872	1,138	42	7,680	521,964	9,582	9,341	18,923
1974	1,682	5,036	1,167	42	7,927	556,312	11,138	11,027	22,165
1975	1,973	4,964	1,220	40	8,197	593,123	12,376	11,719	24,095
1976	2,020	5,147	1,239	37	8,443	593,403	13,535	12,660	26,195
1977	2,055	5,223	1,259	36	8,573	620,240	14,445	12,948	27,393
1978	2,152	5,328	1,285	40	8,805	629,396	15,506	17,954	33,460
1979	2,238	5,339	1,299	57	8,933	644,331	15,464	19,478	34,942
1980	2,276	5,561	1,333	59	9,229	668,404	15,508	23,780	39,288
1981	2,150	5,818	1,327	54	9,349	671,698	15,742	26,687	42,429

1/ Includes special registrations for ham radio operators, antique automobiles, letter plates and veterans.
2/ Includes special registrations for well drillers, house movers, soil conservation trucks, letter plates, ham radio operators and veterans.
3/ Vehicles owned by the state and local units of government.
4/ Includes commercial, mobile, farm and private trailers.
5/ Snowmobiles are registered for a two year period beginning July 1 of each odd numbered year.
6/ A house car is defined as a motor vehicle which has been reconstructed or manufactured for private use as sleeping or living quarters.
7/ Effective January 1, 1980, snowmobiles are registered for a two-year period beginning January 1 of each even-numbered year.

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RECEIPTS FROM NORTH DAKOTA MOTOR VEHICLE REGISTRATION AND RELATED FEES [1/]

1973 - 1982

Fiscal Year Ending June 30	Motor Vehicle Registration Fees	Motor Vehicle Use Tax on Out-of-State Sales	Ton Fees	Withheld for Motor Vehicle Department Administration	Total Net Receipts
1973	$14,937,538	$ 508,617	$217,104	$1,025,000	$14,638,259
1974	16,456,743	765,645	211,149	950,000	16,483,537
1975	17,619,331	775,421	180,832	950,000	17,625,584
1976	19,188,916	781,036	199,449	1,250,000	18,919,401
1977	19,644,148	712,934	197,113	1,050,000	19,504,195
1978	22,513,575	745,512	196,488	1,200,000	22,255,575
1979	23,477,202	1,050,199	191,113	1,400,000	23,318,514
1980	24,272,515	1,104,705	185,452	2,800,000	22,762,672
1981	24,118,085	1,193,235	190,397	1,500,000	24,001,717
1982	27,823,353	1,191,923	190,258	1,675,000	27,530,534

MISCELLANEOUS ROAD-USER REVENUE FROM VARIOUS SOURCES

Fiscal Year Ending June 30	Truck Regulatory Fees	Oil & Gas Production Tax	One-Cent Nonrefundable Tax		Drivers License Fees	Total Receipts
			Gasoline	Special Fuels		
1973	$1,915,061	$ -	$ -	$ -	$ -	$ 1,915,061
1974	2,327,588	-	-	-	-	2,327,588
1975	2,408,274	-	-	-	-	2,408,274
1976	2,756,974	-	-	-	778,784	3,535,758
1977	3,233,826	-	-	-	1,374,750	4,608,576
1978	3,479,415	-	-	-	1,294,623	4,774,038
1979	3,908,976	-	-	-	977,818	4,886,794
1980	4,452,182	-	-	-	988,695	5,440,877
1981	4,225,659	-	-	-	1,009,135	5,234,794
1982	4,123,422	11,529,826	296,661	6,700	1,012,092	16,968,701

1/ All registration and related fee data from records of the Motor Vehicle Department.

ROAD AND STREET FINANCE OF THE STATE, COUNTIES, TOWNSHIPS, AND CITIES

This section contains a series of tables reporting highway receipts, disbursements, and other financial information of the state, counties, organized townships, and incorporated cities.

Because the expenditures of one governmental agency may become income to another, care must be taken to avoid duplicating of income and expense when combining highway finances of all the government agencies.

State

Tables on state highway finance show the receipts and disbursements of the State Highway Department during each of the past 10 years.

State highway system costs are financed for the most part from road-user taxes. Principal receipts of the State Highway Department are from the following sources: federal highway aid, motor vehicle registration and related fees, motor fuel taxes, gas and oil production tax, truck-mile taxes, and truck reciprocity fees. In addition, minor road-user taxes, city participation funds, and some miscellaneous fees are received.

Counties

The first two tables on county highway finance provide the net receipts and disbursements for each of the counties during the fiscal year ending June 30, 1981. To provide a complete county finance report, these tables include the federal-aid which was received by the State Highway Department, in behalf of the counties, for county construction projects let to private contract. The counties do not record receipt of this federal-aid because the State Highway Department, who administers the county federal-aid highway program, pays the contractor in full for the work completed, with the county and federal government reimbursing the Department for their respective share of the construction costs.

For general purposes, including road and bridge, counties may levy on property within the county a maximum of 23 mills on the dollar of taxable valuation. (Legislation enacted during the 1981 legislative session allows each county to levy during 1981 and 1982 the same amount in dollars as it levied the prior year plus 7%.) In addition, subject to approval of the electors in the county, a levy of not more than 15 mills may be imposed to provide matching funds for federal aid. A tax of not to exceed five mills may be levied by a county for highway improvement. The five mill levy must be approved by at least 60 % of the electors in the county. On property in unorganized township territory, county commissioners may levy as much as 18 mills for all road and bridge purposes within the unorganized townships.

Organized Townships

For general purposes including road and bridge, organized townships may levy on property within the township up to a maximum of 18 mills on the dollar of taxable valuation. (East township during 1981 and 1982 may levy the same amount in dollars as it levied the prior year plus 7%.) By approval of 60% of the voters, a county, city, or township may increase the general mill levy up to 50% beyond the legal limit. Thus, an 18 mill township levy can be increased to 27 mills. Also, subject to approval of electors within a township, an additional levy of not more than five mills may be imposed to provide funds to match federal-aid used in the construction of county FAS highways situated within the township.

Incorporated Cities

Maintenance and construction costs on incorporated city streets may be paid out of an appropriation from the city general fund, and from the city share of a common state fund receiving revenue from motor vehicle registration fees, motor fuel taxes, ton fees, gas and oil production tax, and 3% motor vehicle use tax and a 2% special fuels excise tax. A 20% municipal share of the county general tax levied on city property for road purposes may be used for street improvements.

Street construction costs are usually financed by the issuance of general obligation bonds or special assessment bonds. General obligation bonds are issued to cover the cost of street improvements which provide a service to the entire community. Special assessment bonds are issued where street construction and bituminous surface resealing costs are in part, or entirely, assignable to individual property owners. Both the general obligation bonds and the city share of special assessment bond issues are retired by a tax levied on all property within the city.

Tables on city street finance do not include receipts and disbursements for street lighting and cleaning, sidewalks, nor storm drainage. These expenditures are considered to be for the protection of the health and safety of the public rather than expenditures for highways.

Indebtedness

With regard to indebtedness for highway purposes, the state, counties, and organized townships in North Dakota have, since World War II, maintained a rather strict pay-as-you-go policy. While short-term borrowings are frequently made by the counties and townships to fill in during the interim of tax collections, issues of long-term indebtedness have been few. For the most part cities issue special assessment bonds for street improvements. Following is a summary of current outstanding road and street indebtedness.

OUTSTANDING ROAD AND STREET INDEBTEDNESS AS OF JUNE 30, 1981

Unit Government	Long-Term Borrowings	Short-Term Borrowings
State	$ None	$ None
Counties	2,138,092	435,670
Organized Townships	None	56,064
Incorporated Cities	137,290,889	None
TOTAL	$139,428,981	$ 491,734

SUMMARY OF STATE HIGHWAY DEPARTMENT RECEIPTS

1973-1982

Fiscal Year Ending June 30	Receipts From State Sources								
	State Apportionments of Highway-User Taxes								
	Motor Fuel Taxes	Special Fuels (2%) Excise Taxes	Motor Vehicle Registration Fees	Motor Vehicle Use Tax	Ton Fees 1/	Misc. Truck Fees 2/	Driver License Fees	Transfers 3/	Gas and Oil Production Tax
	$	$	$	$	$	$	$	$	$
1973	15,209,335	664,533	8,899,348	312,725	137,267	1,915,061	—	—	—
1974	15,765,312	972,218	9,626,928	477,775	133,631	2,327,588	—	—	—
1975	15,179,844	1,286,902	10,465,441	477,514	113,131	2,408,274	—	—	—
1976	16,448,890	1,415,959	11,230,052	490,726	126,392	2,756,974	688,295	—	—
1977	17,665,052	1,597,989	11,788,469	452,320	124,581	3,233,826	1,340,090	—	—
1978	20,950,918	1,820,795	13,316,607	460,213	123,960	3,479,415	1,317,767	—	—
1979	22,080,690	2,139,940	13,892,127	652,943	120,314	3,908,976	983,973	—	—
1980	20,783,686	3,671,385	13,728,593	713,747	117,661	4,452,182	987,124	10,000	—
1981	19,842,393	4,099,516	14,156,204	713,396	119,436	4,225,659	1,006,191	36,164	—
1982	20,863,985	4,795,242	16,357,331	771,251	118,391	4,123,422	1,021,744	510,806	5,543,983

Fiscal Year Ending June 30	Receipts From State Sources (Con't)			Total Receipts From State Sources	Receipts From Federal Agencies			Total State Highway Department Receipts
	From Other Units of Government		Misc. Fees and Taxes		For State Highways	For Local Roads and Streets	Railroad and Mass Transit	
	Cities 4/	Counties 5/						
	$	$	$	$	$	$	$	$
1972	432,454	3,257,111	757,638	29,573,280	28,117,081	5,749,157	—	63,439,518
1973	1,785,107	2,983,533	1,047,130	32,954,039	29,596,332	4,054,682	—	66,605,053
1974	923,497	1,732,629	1,266,525	33,226,103	27,850,605	3,297,693	—	64,374,401
1975	517,300	3,574,941	933,378	34,956,725	31,201,900	3,520,954	—	69,679,579
1976	1,233,288	3,693,611	1,297,659	39,381,846	37,455,474	8,006,224	4,344	84,847,888
1977	1,366,387	4,907,670	1,192,169	43,668,553	44,141,459	9,724,017	160,754	97,694,783
1978	1,260,614	3,565,733	1,671,361	47,967,383	38,021,696	10,531,710	61,719	96,582,508
1979	1,891,478	3,663,248	1,823,533	51,157,222	38,501,952	7,757,952	336,783	97,753,909
1980	2,029,145	4,989,089	2,084,728	53,567,340	45,943,639	15,468,392	389,900	115,369,271
1981	2,103,403	5,702,317	2,173,745	54,178,424	44,708,341	16,480,984	1,009,716	116,377,465
1982	2,999,177	6,319,175	3,287,513	66,712,020	44,256,373	16,435,888	1,510,734	128,915,015

1/ Special fees levied on North Dakota licensed commercial trucks having a registered gross weight of 12,000 to 24,000 pounds, inclusive.
2/ Truck-mile taxes, truck reciprocity license and plate fees, and miscellaneous road-user taxes collected by Truck Regulatory Division, State Highway Department.
3/ Appropriations from the General and other State Funds.
4/ Consists of city reimbursements to State Highway Department for street construction.
5/ Consists of county reimbursements to State Highway Department for county highway construction.

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SUMMARY OF STATE HIGHWAY DEPARTMENT DISBURSEMENTS 1/

1973-1982

Fiscal Yr. Ending June 30	Disbursements for State Highways							
	Construction	Maintenance	Adminis-tration	Planning and Research 2/	Safety Program	Drivers License Division 3/	Transfers to State Highway Patrol	Truck Regulatory Division 4/
	$	$	$	$	$	$	$	$
1973	41,626,901	7,386,420	2,697,066	645,953	461,283	337,597	833,927	847,830
1974	37,380,380	7,730,378	2,776,447	744,343	318,162	348,575	1,750,000	1,103,286
1975	42,598,366	9,269,562	3,263,555	782,377	338,106	412,350	1,225,000	1,161,714
1976	54,447,455	12,083,635	3,509,925	923,818	365,698	574,838	—	1,197,076
1977	49,888,221	12,175,802	4,023,443	973,311	457,565	781,079	—	1,276,466
1978	49,963,261	13,271,741	3,951,432	908,167	924,362	733,021	171,398	1,458,982
1979	62,491,084	14,449,703	4,655,956	1,173,369	1,612,297	750,025	310,835	1,614,135
1980	65,117,934	17,040,249	5,106,140	1,007,348	1,380,770	754,085	1,745,803	1,773,053
1981	56,983,666	18,276,647	5,834,948	1,153,605	1,382,761	790,234	2,783,660	2,039,831
1982	56,246,000	24,201,605	6,414,168	1,156,032	1,007,492	927,795	238,640	2,261,985

Fiscal Yr. Ending June 30	Disbursements for State Highways (Con't)				Expended on Local Roads and Streets	Rail and Mass Transit Trans. Asst. Programs	Total State Hwy. Dept. Disbursements
	Travel Division	Construction of Buildings 5/	Misc.	Total Disburse-ments for State Hwys.			
	$	$	$	$	$	$	$
1973	270,706	589,204	66,366	55,763,253	7,914,121	—	63,677,374
1974	472,546	43,558	79,548	52,747,223	4,179,857	—	56,927,080
1975	533,033	674,882	241,733	60,500,678	9,613,978	—	70,114,656
1976	692,266	42,122	130,138	73,966,971	12,568,049	190,661	86,725,681
1977	444,487	945,473	105,558	71,071,405	17,349,018	228,141	88,648,564
1978	529,815	—	136,330	72,048,509	14,300,336	196,231	86,545,076
1979	565,676	—	120,042	87,743,122	14,148,364	444,527	102,336,013
1980	617,844	—	58,034	94,601,260	22,178,704	926,676	117,706,640
1981	681,390	—	315,078	90,241,820	24,649,283	1,258,060	116,149,163
1982	—	—	202,500	92,656,217	20,471,383	1,591,565	114,719,165

1/ Disbursements are reported on a cost accounting basis.
2/ Costs of Planning Division of the State Highway Department plus transportation planning assistance to urban areas.
3/ Safety responsibility administration and issuance of driver licenses.
4/ Check truck weight, administer truck reciprocity, and collect the truck-mile tax and other road-user fees.
5/ Expenditures for storage buildings not included. These expenditures are included in maintenance.

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COUNTY RECEIPTS FOR LOCAL ROADS AND STREETS

YEAR ENDING JUNE 30, 1981

County	Property Tax Levies 1/	Apportionments from State				Receipts From Federal Agencies	Reimbursements From Townships and Cities for Road Work	Transfers From Others Funds	Miscellaneous	Total Receipts
		Highway Tax	P. Property Replacement & Homestead Credit	Gas and Oil Production Tax	State Revenue Sharing					
	$	$	$	$	$	$	$	$	$	$
Adams	102,218	113,631	20,018	-	-	188,747	19,779	-	1,025	445,418
Barnes	403,321	384,879	48,672	-	-	1,982,001	192,180	-	308,521	3,319,574
Benson	107,926	201,163	21,488	-	50,000	206,917	150,453	-	58,562	796,509
Billings	1,957	31,863	3,546	2,196,585	-	288,306	809	-	23,782	2,546,848
Bottineau	210,359	272,959	36,408	317,448	-	336,305	72,064	29,598	137,679	1,412,820
Bowman	43,133	136,536	11,097	204,859	2,300	30,865	16,200	66,058	24,145	535,193
Burke	47,796	136,196	10,109	157,673	-	157,375	50,407	10,696	4,213	574,465
Burleigh	42,190	932,445	10,249	-	-	565,114	14,430	-	37,090	1,601,518
Cass	33,074	1,238,956	4,571	-	-	782,011	13,561	-	33,968	2,106,141
Cavalier	286,144	243,459	49,929	-	-	189,437	70,964	14,963	62,555	917,451
Dickey	202,000	196,145	39,594	-	-	184,192	79,378	3,000	-	704,309
Divide	78,949	125,968	9,769	59,900	42,084	195,570	161,642	-	24,288	698,170
Dunn	97,125	131,500	22,213	380,975	-	131,945	2,258	-	-	766,016
Eddy	56,781	108,052	12,294	-	10,095	70,706	68,888	-	73,074	399,890
Emmons	185,669	172,276	44,613	-	16,000	538,419	26,298	-	8,276	991,551
Foster	107,066	137,133	18,827	-	30,409	110,319	55,355	-	20,952	480,061
Golden Valley	8,759	83,475	2,035	130,171	-	457,616	5,040	-	16,620	703,716
Grand Forks	405,801	713,256	68,665	-	-	562,088	101,667	-	-	1,851,557
Grant	146,351	135,616	34,919	-	-	301,997	341	-	11,974	631,198
Griggs	101,401	118,299	19,900	-	-	252,874	83,986	-	28,270	604,730
Hettinger	63,278	149,125	11,640	15,097	-	132,125	6,248	7,791	-	385,304
Kidder	100,742	112,721	28,738	-	-	154,848	53,862	-	6,183	457,094
LaMoure	172,019	212,026	37,066	-	43,482	346,073	157,334	-	10,550	978,550
Logan	74,239	108,180	17,530	-	-	236,406	23,337	-	-	459,692
McHenry	195,215	240,096	37,439	5,790	15,387	118,191	-	-	8,010	620,128
McIntosh	146,909	144,438	40,059	-	29,574	109,257	5,180	-	6,313	481,730
McKenzie	294,286	200,093	63,850	1,162,077	49,615	1,748,719	161,049	28,300	51,048	3,759,037
McLean	298,565	360,233	62,343	-	-	572,244	32,616	190,599	281,270	1,797,870
Mercer	246,567	254,633	74,829	396	28,691	1,780,842	405	213,440	975,027	3,574,830
Morton	591,803	504,885	108,268	-	-	657,276	4,262	10,685	432,744	2,309,923
Mountrail	92,265	242,722	19,018	145,205	-	267,152	6,266	-	526	773,154
Nelson	67,548	168,436	13,597	-	-	294,323	48,680	36,045	97,826	726,455
Oliver	87,048	64,790	23,381	-	18,346	268,832	2,575	708,014	372,029	1,545,015
Pembina	222,327	306,769	45,138	-	-	441,433	32,692	1,673	57,686	1,107,718
Pierce	140,959	167,265	25,153	-	-	116,045	26,071	-	-	475,493
Ramsey	272,984	327,548	47,402	-	-	158,803	90,547	-	545	897,829
Ransom	118,676	179,301	21,298	-	-	318,446	30,424	-	1,237	669,382
Renville	86,647	117,593	16,094	204,482	14,878	50,424	41,276	-	49,188	580,582
Richland	428,759	469,484	51,549	-	31,834	495,802	11,903	17,383	146,714	1,653,428
Rolette	126,220	232,834	26,101	-	-	79,982	35,405	-	14,216	514,758
Sargent	114,947	163,414	22,436	-	7,470	33,844	22,793	13,537	-	378,441
Sheridan	77,937	94,716	19,827	-	-	45,764	14,556	-	13,187	265,987
Sioux	27,245	57,381	8,690	-	-	10,218	1,125	-	-	104,659
Slope	9,492	42,010	2,797	17,834	-	81,264	15,519	-	6,230	175,146
Stark	180,315	524,860	31,065	199,124	-	281,782	-	-	1,976	1,219,122
Steele	142,906	105,209	26,485	-	-	860,443	93,335	16,572	21,990	1,266,940
Stutsman	481,637	497,041	88,708	-	-	138,118	380,905	-	87,009	1,673,418
Towner	167,352	133,880	29,960	-	36,500	63,299	83,987	-	12,872	527,850
Traill	277,716	262,484	47,042	-	-	375,646	11,044	-	132,811	1,106,743
Walsh	387,892	427,970	68,068	-	34,910	329,543	44,901	-	64,147	1,357,431
Ward	668,030	957,753	116,3[illegible]	76,580	-	479,069	43,140	-	1,000	2,341,944
Wells	158,009	213,783	30,3[illegible]	-	-	149,301	36,064	-	2,199	589,695
Williams	336,122	587,499	45,387	581,519	-	299,976	75,961	-	39,874	1,966,338
TOTAL	9,524,756	14,244,979	1,796,585	5,855,715	461,575	19,028,294	2,779,162	1,368,354	3,769,401	58,828,821

1/ Includes bond sinking and interest fund receipts.

COUNTY DISBURSEMENTS FOR LOCAL ROADS AND STREETS

YEAR ENDING JUNE 30, 1981

County	Construction			Maintenance			Administration	Payments to Twps. & Cities for Road Work	Miscellaneous	Total Expenditures
	County Highways	Township Highways 1/	City Streets	County Highways	Township Highways 1/	City Streets				
Adams	$ 318,011	$ 9,609	$ -	$ 140,249	$ 4,377	$ 315	$ 17,200	$ -	$ 301	$ 490,062
Barnes	2,622,879	210,543	584	397,825	76,811	5,222	36,605	-	123,459	3,473,928
Benson	159,305	17,354	669	251,267	107,883	4,836	23,437	-	156,929	721,680
Billings	764,090	-	-	485,379	-	-	-	-	-	1,249,469
Bottineau	482,705	11,353	146	374,435	139,849	5,487	15,652	-	31,373	1,061,000
Bowman	325,402	1,540	11,793	291,103	1,898	18	-	-	1,990	633,744
Burke	440,328	6,392	-	216,927	55,160	2,655	19,659	-	45	741,166
Burleigh	1,144,648	180,852	-	304,495	206,521	2,721	45,632	-	7,089	1,891,958
Cass	748,605	93,226	-	1,001,226	68,502	1,197	84,934	1,394	6,209	2,005,293
Cavalier	393,773	44,303	-	381,549	104,675	8,325	22,862	13,256	54,748	1,023,491
Dickey	187,624	1,544	413	246,043	59,108	3,120	29,425	-	4,310	531,587
Divide	99,756	223,560	275	105,207	104,621	3,740	21,984	-	153	559,296
Dunn	411,742	-	-	375,201	-	2,258	-	162	-	789,363
Eddy	39,509	59,974	-	121,976	36,716	391	19,145	-	160	277,871
Emmons	753,782	8,487	-	243,138	17,761	50	1,500	2,695	63,114	1,090,527
Foster	133,847	11,164	-	206,954	54,187	1,528	-	2,332	-	410,012
Golden Valley	206,891	-	-	174,029	6,720	-	10,755	-	-	398,395
Grand Forks	924,988	82,194	-	439,346	730,038	4,761	91,008	26,581	38,882	2,337,798
Grant	455,847	314	-	216,232	36,147	-	-	5,000	590	714,130
Griggs	227,933	88,376	648	124,422	51,666	186	18,494	-	19,814	531,539
Hettinger	183,988	3,888	-	103,800	44,570	17	16,200	-	78	352,541
Kidder	186,848	27,928	2,156	100,920	51,449	539	-	14,732	1,109	385,681
LaMoure	761,353	32,701	239	183,184	162,609	853	27,292	-	13,971	1,182,202
Logan	315,108	8,185	-	117,293	34,754	752	-	3,361	-	479,453
McHenry	177,465	-	-	204,577	131,545	-	-	-	74,775	588,362
McIntosh	162,151	269	234	225,013	933	4,677	-	-	1,347	394,624
McKenzie	1,173,986	77,170	-	779,090	357,837	1,101	63,435	-	20,632	2,473,251
McLean	1,062,316	-	-	761,286	30,933	1,683	35,099	5,715	46,334	1,943,366
Mercer	3,248,021	-	-	304,570	-	405	16,900	-	41,563	3,611,459
Morton	892,083	-	1,089	937,649	2,541	632	64,583	3,806	155,282	2,057,665
Mountrail	235,815	81,740	-	251,836	161,441	-	-	-	-	730,832
Nelson	462,106	7,701	311	237,319	44,372	2,740	28,294	-	802	783,645
Oliver	1,358,144	-	2,071	135,179	-	504	-	-	-	1,495,898
Pembina	292,652	480,988	4,674	226,463	91,946	10,357	31,463	4,412	-	1,142,955
Pierce	295,296	25,131	-	155,848	39,752	717	-	-	-	516,744
Ramsey	807,938	205,586	1,702	126,855	159,293	6,109	37,852	4,540	11,810	1,361,685
Ransom	358,387	3,911	12	163,710	20,321	550	19,070	-	23,100	589,061
Renville	236,155	27,698	-	127,337	64,349	2,486	17,962	3,600	-	479,587
Richland	929,489	52,806	-	582,685	55,675	7,380	35,120	-	82,177	1,745,332
Rolette	316,584	6,889	432	216,220	23,047	1,572	-	-	95	564,839
Sargent	23,227	13,309	428	177,587	4,617	3,355	24,934	1,000	30,210	278,667
Sheridan	78,263	12,535	-	72,207	28,523	900	-	-	110	192,538
Sioux	10,755	-	-	57,635	405	720	-	-	-	69,515
Slope	87,437	5,586	-	160,177	9,728	205	-	1,650	-	264,993
Stark	579,853	-	-	748,083	-	-	17,850	58,399	3,016	1,407,201
Steele	415,602	711,531	756	236,420	110,120	1,733	32,470	-	25,284	1,533,916
Stutsman	255,170	158,333	7,589	307,272	379,999	19,074	31,970	-	27,605	1,187,012
Towner	138,286	8,990	-	205,902	44,013	1,760	-	-	25,351	424,302
Traill	443,109	185,666	267	475,576	20,888	1,386	49,473	49,589	13,711	1,239,665
Walsh	219,771	240,982	-	488,313	58,111	25,395	69,309	-	148,379	1,250,260
Ward	1,308,561	956	-	1,014,627	145,794	17,304	56,270	-	17,043	2,560,555
Wells	272,515	30,915	-	96,066	120,466	2,115	-	7,342	3,360	532,779
Williams	554,459	26,824	1,483	1,001,785	63,246	842	24,431	28,908	16,944	1,718,922
TOTAL	28,684,558	3,489,003	37,971	17,079,487	4,325,917	164,673	1,158,269	238,684	1,293,254	56,471,816

1/ Disbursements incurred on organized township roads. Unorganized township disbursements are included in county highway expenditures.

COUNTY AND UNORGANIZED TOWNSHIP TAXABLE VALUATIONS AND PROPERTY TAX LEVIES, 1981 1/

County	County Taxable Valuation	General Fund 23 Mill Levy			Special Highway Impr. Levy	County FAS Hwy. Mill Levy 2/	Sinking& Interest Mill Levy 3/	Unorganized Townships		Total Levy for Roads	Less 20% R & B Levy Returned to Cities	Net County Levy for Roads
		General Purposes	Road & Bridge Purposes	Total				Taxable Valuation	Rd Fund Mill Levy 4/			
	$							$		$	$	$
Adams	6,824,849	28.99	.31	29.30	-	12.74	-	1,393,235	17.33	113,209	112	113,097
Barnes	23,207,411	20.17	3.63	23.80	-	10.36	5.28	-	-	447,207	4,385	442,822
Benson	12,031,326	21.91	.25	22.16	-	9.63	-	339,423	17.68	124,871	70	124,801
Billings	4,809,338	23.00	-	23.00	-	-	-	4,598,187	19.54	89,849	-	89,849
Bottineau	16,492,419	20.57	.22	20.79	1.80	9.04	2.40	-	-	221,988	158	221,830
Bowman	7,009,362	5.00	5.00	10.00	-	-	-	720,365	18.00	48,015	2,076	45,939
Burke	6,821,148	22.17	1.01	23.18	-	7.09	-	50,959	17.67	56,152	187	55,965
Burleigh	65,238,156	22.59	.25	22.84	-	-	-	3,133,649	17.94	72,526	2,588	69,938
Cass	111,385,846	17.33	7.19	24.52	-	-	-	-	-	800,943	116,819	684,124
Cavalier	16,336,796	17.23	6.00	23.23	.25	10.17	3.03	-	-	317,751	4,237	313,514
Dickey	12,384,757	15.03	9.16	24.19	-	9.98	-	-	-	237,038	5,385	231,653
Divide	8,486,971	21.97	.25	22.22	-	9.66	-	-	-	84,106	73	84,033
Dunn	7,976,729	20.83	1.46	22.29	-	10.00	-	6,956,527	17.48	212,309	298	212,011
Eddy	5,821,986	22.35	1.01	23.36	-	10.06	3.00	-	-	81,915	293	81,622
Emmons	9,605,312	22.95	5.00	27.95	-	6.08	3.64	6,004,369	22.11	274,147	1,504	272,643
Foster	8,278,127	20.00	3.00	23.00	-	10.00	-	-	-	107,616	1,284	106,332
Golden Valley	5,209,700	26.06	.28	26.34	-	-	-	594,090	18.62	12,523	65	12,458
Grand Forks	64,656,998	16.33	8.27	24.60	-	3.21	-	-	-	740,281	69,365	670,916
Grant	8,630,765	15.30	4.84	20.14	-	4.37	-	5,153,332	13.10	146,971	1,127	145,844
Griggs	7,316,327	20.80	2.30	23.10	-	10.05	3.00	-	-	112,306	475	111,831
Hettinger	7,980,400	24.04	.26	24.30	-	8.45	-	-	-	69,481	87	69,394
Kidder	7,848,322	17.55	4.88	22.43	-	9.74	-	136,647	11.00	116,246	869	115,377
LaMoure	12,577,766	19.86	4.89	24.75	-	8.61	-	-	-	169,800	1,768	168,032
Logan	6,626,050	23.35	-	23.35	-	5.07	-	3,392,804	18.06	94,868	-	94,868
McHenry	12,874,164	21.36	-	21.36	1.86	9.29	2.51	999,411	14.43	190,281	-	190,281
McIntosh	7,497,721	22.65	.31	22.96	-	10.28	-	5,721,155	10.79	141,132	99	141,033
McKenzie	11,801,555	5.76	17.39	23.15	-	10.07	-	4,427,872	17.33	400,778	6,031	394,747
McLean	17,237,033	23.57	.26	23.83	-	10.36	2.90	6,016,641	19.01	347,421	235	347,186
Mercer	10,611,231	19.97	6.00	25.97	-	10.15	-	6,112,503	21.24	300,940	5,398	295,542
Morton	31,062,159	24.33	.26	24.59	-	10.69	3.21	15,652,932	20.04	753,180	776	752,404
Mountrail	11,249,715	19.54	.25	19.79	-	8.75	-	238,424	20.00	106,017	105	105,912
Nelson	10,019,466	20.51	1.96	22.47	-	5.69	-	-	-	76,649	737	75,912
Oliver	4,338,436	22.72	.25	22.97	-	9.99	-	3,958,093	17.12	112,188	19	112,169
Pembina	22,868,824	15.30	3.00	18.30	-	7.96	-	-	-	250,642	2,316	248,326
Pierce	9,628,793	22.12	1.54	23.66	-	10.25	-	3,241,687	15.94	165,184	797	164,387
Ramsey	18,272,415	18.04	6.36	24.40	-	10.61	-	-	-	310,052	8,140	301,912
Ransom	10,533,365	23.08	.23	23.31	-	9.31	2.78	-	-	129,769	92	129,677
Renville	6,583,806	19.00	5.00	24.00	-	8.56	-	-	-	89,276	924	88,352
Richland	28,788,501	18.92	3.50	22.42	-	9.74	2.93	-	-	465,509	5,917	459,592
Rolette	8,305,545	23.32	.26	23.58	-	10.24	-	3,908,406	17.49	155,566	112	155,454
Sargent	9,606,131	20.28	.75	21.03	-	9.57	2.60	-	-	124,052	209	123,843
Sheridan	5,603,390	19.89	.90	20.79	-	9.04	-	2,377,189	16.08	93,910	75	93,835
Sioux	2,281,251	25.96	.25	26.21	-	-	-	1,866,522	18.98	35,999	9	35,990
Slope	4,236,879	20.64	-	20.64	-	-	-	846,491	16.53	13,993	-	13,993
Stark	28,735,833	23.59	1.04	24.63	-	-	-	9,971,698	20.06	229,918	3,903	226,015
Steele	9,157,406	15.28	7.03	22.31	-	9.70	2.74	-	-	178,295	1,391	176,904
Stutsman	39,022,242	14.42	8.29	22.71	-	5.00	-	242,238	18.00	522,966	27,138	495,828
Towner	10,571,463	12.47	6.65	19.12	-	8.32	2.50	-	-	184,684	2,303	182,381
Traill	18,565,116	11.76	10.99	22.75	-	9.89	3.00	-	-	443,335	8,395	434,940
Walsh	27,322,532	16.45	3.98	20.43	-	9.04	-	-	-	355,739	5,207	350,532
Ward	55,296,998	16.65	4.91	21.56	-	10.72	-	-	-	864,292	35,375	828,917
Wells	13,075,318	17.70	8.56	26.26	-	4.57	-	-	-	171,676	3,979	167,697
Williams	30,433,319	15.48	7.77	23.25	-	10.00	-	145,769	18.00	542,189	23,118	519,071
TOTAL	919,137,468	19.45 5/	4.38 6/	23.83		6.45 7/		98,200,618	18.16 8/	12,507,750	356,025	12,151,725

1/ Legislation enacted during 1981 session allows each taxing district to levy during 1981 and 1982 the same amount in dollars as that taxing district levied the prior year plus seven percent.

2/ Upon approval of the electorate of a county, the Board of County Commissioners may levy a tax not to exceed fifteen mills for the purpose of matching federal funds available for county FAS road construction.

3/ Consists of only those borrowings obtained explicitly for road purposes.

4/ In unorganized townships the Board of County Commissioners is authorized to levy a tax not to exceed eighteen mills for road and bridge purposes. The mill levy shown is the weighted average mill levy of all unorganized townships within the county.

5/ Mill levy required to produce $17,878,910 levied by counties for general purposes.

6/ Mill levy required to produce $4,029,424 levied by counties for road and bridge purposes.

7/ Mill levy required to produce $5,923,941 levied by counties for county FAS highway construction purposes.

8/ Mill levy required to produce $1,782,915 levied by counties for unorganized township road purposes.

SUMMARY OF COUNTY NET RECEIPTS FOR LOCAL ROADS AND STREETS 1972-1981

Fiscal Year	Property Tax Levies: Regular	Property Tax Levies: Co. Loan and Bond Skg. & Int.	Apportionments from State: Highway Tax	Apportionments from State: Personal Property Replacement	Apportionments from State: Gas & Oil Production Tax	Apportionments from State: State Revenue Sharing	Federal Agencies	Transfers from Non-Hwy. Funds	Long-term Borrowings	All Other Revenue Receipts	Total Revenue
	$	$	$	$	$	$	$	$	$	$	$
1972	6,206,826	318,594	10,130,440	1,405,032	682,778	–	4,734,822	202,162	291,000	433,962	24,405,616
1973	6,447,014	342,591	10,866,515	1,385,544	482,495	–	4,604,583	–	105,000	332,578	24,566,320
1974	6,816,549	227,135	9,770,093	1,346,574	869,610	–	9,298,511	19,029	155,000	395,587	28,888,088
1975	6,536,045	152,914	9,904,621	1,354,784	1,127,719	–	10,661,160	373,820	315,000	560,539	30,986,602
1976	7,260,254	317,279	10,731,853	1,466,080	1,196,041	–	10,861,940	602,422	660,000	889,127	34,004,996
1977	7,915,802	374,823	11,477,477	1,582,548	1,107,655	–	13,490,188	596,647	446,000	990,313	37,980,453
1978	7,651,969	420,703	13,357,926	1,498,252	1,336,884	–	10,901,830	1,044,409	215,000	1,463,948	37,890,921
1979	8,114,492	437,403	14,176,633	1,619,577	1,686,298	–	13,804,710	1,025,789	646,000	1,308,159	42,819,061
1980	8,594,439	584,284	14,248,031	1,703,416	3,307,934	548,773	22,485,212	1,153,893	799,364	1,933,240	55,358,586
1981	8,937,902	586,854	14,244,979	1,796,585	5,856,715	461,575	19,028,294	1,158,059	1,304,309	2,275,422	55,649,694

SUMMARY OF COUNTY NET DISBURSEMENTS FOR LOCAL ROADS AND STREETS 1972-1981

Fiscal Year	State Highway Dept. 3/	Construction	Maintenance	Administration	Misc. and Non-Hwy.	County Aid to Townships	Debt Service: Co. Loan and Bond Principal	Debt Service: Co. Loan and Bond Interest	Debt Service: Interest on Short-term Borrowings	Transfers to Cities 1/	Total Disburse.
	$	$	$	$	$	$	$	$	$	$	$
1972	95,416	15,028,277	7,108,462	429,506	133,665	8,952	306,849	67,535	17,020	218,280 2/	23,413,962
1973	87,916	14,551,771	7,541,194	466,084	176,614	2,832	374,127	31,040	11,026	171,001	23,413,605
1974	–	15,871,777	9,103,479	540,510	387,566	3,356	233,199	17,904	6,900	212,499	26,377,190
1975	–	19,054,320	10,926,175	630,266	188,184	15,271	186,754	14,777	4,476	156,009	31,176,232
1976	–	21,843,524	11,894,103	734,556	17,315	3,229	204,031	39,174	2,944	168,543	34,907,419
1977	–	23,880,995	12,087,270	694,644	10,307	5,710	306,315	64,595	7,855	335,493 2/	37,393,184
1978	–	18,472,428	12,629,369	729,006	9,348	24,995	413,023	53,414	1,228	229,143 2/	32,561,954
1979	–	23,512,821	16,264,605	893,583	117	6,721	399,892	44,674	2,011	248,005 2/	41,372,429
1980	–	31,318,686	23,057,641	1,036,123	5,717	19,821	514,006	90,861	11,592	148,507	56,202,954
1981	–	31,662,314	19,609,193	1,158,269	25,466	29,004	441,432	136,896	34,401	188,385 2/	53,265,360

1/ Except as noted, consists of 20% county road and bridge taxes levied on city property.
2/ Includes county aid for street construction as follows: Year 1972 - $37,370; Year 1977 - $125,000; Year 1978 - $125,000; Year 1979 - $125,000; Year 1981 - $5,000.
3/ Payment to State Highway Department for participation in construction of state highways.

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TAXABLE VALUATIONS AND PROPERTY TAX LEVIES FOR ORGANIZED TOWNSHIPS, YEAR 1981 1/

County	Taxable Valuation of Townships	Taxes Levied for General and Road and Bridge Purposes (18 Mill Limitation 2/)		Taxes Levied for Special Purpose 3/		
		Amount Levied	Weighted Average Mill Levy Required to Produce Taxes Levied	County FAS Highways	Pay Debt Owed to County for Road Work	Bond Sinking & Interest
	$	$		$	$	$
Adams	3,622,971	72,563	20.03	-	-	-
Barnes	17,167,027	352,120	20.51	3,928	18,480	-
Benson	10,283,985	176,206	17.13	-	14,804	-
Billings 4/	-	-	-	-	-	-
Bottineau	12,893,443	238,163	18.47	11,238	-	-
Bowman	4,213,228	65,925	15.65	-	-	-
Burke	5,844,333	106,962	18.30	-	-	-
Burleigh	10,343,752	143,050	13.83	-	-	-
Cass	30,148,993	566,645	18.79	-	-	-
Cavalier	12,806,273	275,769	21.53	-	-	-
Dickey	9,445,219	177,887	18.83	-	-	-
Divide	7,029,266	140,584	20.00	-	9,754	-
Dunn 4/	-	-	-	-	-	-
Eddy	4,372,404	75,159	17.19	-	15,228	-
Emmons	2,097,209	38,128	18.18	-	-	-
Foster	6,137,345	123,363	20.10	-	19,712	-
Golden Valley	3,451,972	70,719	20.49	-	-	-
Grand Forks	22,719,022	345,678	15.22	-	-	-
Grant	2,313,555	33,654	14.55	-	-	-
Griggs	6,283,625	128,459	20.44	-	-	-
Hettinger	6,305,766	112,056	17.77	-	-	-
Kidder	6,821,331	99,793	14.63	-	-	-
LaMoure	10,769,854	207,888	19.30	-	-	-
Logan	2,238,091	36,542	16.33	-	-	-
McHenry	9,843,908	156,262	15.87	-	3,582	-
McIntosh	185,814	3,202	17.23	-	-	-
McKenzie	5,639,477	93,302	16.54	-	-	-
McLean	6,708,730	127,674	19.03	-	-	-
Mercer 4/	-	-	-	-	-	-
Morton	482,094	8,317	17.25	-	-	-
Mountrail	8,904,959	125,460	14.09	-	-	-
Nelson	8,139,217	179,242	22.02	-	-	-
Oliver 4/	-	-	-	-	-	-
Pembina	19,008,607	284,231	14.95	13,636	-	-
Pierce	3,800,324	61,211	16.11	-	8,309	-
Ramsey	11,872,816	223,696	18.84	-	-	-
Ransom	8,522,692	125,501	14.73	-	11,923	-
Renville	5,660,266	110,862	19.59	-	-	-
Richland	20,337,563	356,333	17.52	-	6,853	-
Rolette	2,249,196	40,666	18.08	-	-	-
Sargent	8,213,311	160,019	19.48	-	-	-
Sheridan	2,810,284	42,220	15.02	-	-	-
Sioux	238,034	4,908	20.62	-	-	-
Slope	3,336,043	51,490	15.43	-	-	-
Stark 4/	-	-	-	-	-	-
Steele	8,167,902	180,297	22.07	-	-	-
Stutsman	22,412,116	380,165	16.96	-	38,192	-
Towner	8,799,756	132,725	15.08	-	-	-
Traill	14,745,659	275,949	18.71	2,602	-	-
Walsh	20,781,294	335,175	16.13	-	-	-
Ward	19,273,571	300,806	15.61	-	-	-
Wells	10,750,965	211,811	19.70	-	12,225	-
Williams	15,411,296	274,500	17.81	8,266	-	-
TOTAL	443,604,558	7,833,337	17.66	39,670	159,062	-

1/ Legislation enacted during 1981 session allows each taxing district to levy during 1981 and 1982 the same amount in dollars as that taxing district levied the prior year plus seven percent.
2/ May be increased 50% by approval of 60% of the voters.
3/ Only those taxes levied for highway purposes are shown.
4/ County has no organized townships.

SUMMARY OF ORGANIZED TOWNSHIP NET RECEIPTS FOR LOCAL ROADS 1972-1981

Fiscal Year	Property Tax Levies		Federal Revenue Sharing	Long-term Borrowings	Apportionments From State		County Aid	Misc.	Total Receipts
	Regular	Bond Sinking & Interest			Personal Property Replacement	State Revenue Sharing			
	$	$	$	$	$	$	$	$	$
1972	4,545,122	3,221	—	—	738,876	—	8,952	90,741	5,386,912
1973	4,756,141	4,918	86,135	7,500	1,016,392	—	2,832	103,228	5,977,146
1974	4,681,890	5,214	2,649,459	6,000	817,900	—	3,356	208,114	8,371,933
1975	4,420,182	4,908	2,180,545	—	832,418	—	15,271	252,318	7,705,642
1976	4,769,228	4,565	1,731,222	—	895,073	—	3,229	245,911	7,649,228
1977	4,916,593	3,403	1,457,785	—	925,150	—	5,710	329,461	7,638,102
1978	5,391,744	1,225	1,237,396	—	979,185	—	24,995	312,186 1/	7,946,731
1979	5,763,798	136	896,671	—	1,041,576	—	6,721	260,232	7,969,134
1980	5,978,192	—	929,213	—	1,093,113	218,456	19,821	351,125 1/	8,589,920
1981	6,006,580	—	1,101,598	—	1,114,959	238,621	29,004	660,599	9,151,361

1/ Includes state coal development impact grants as follows: Year 1978 - $6,400; Year 1980 - $10,500.

SUMMARY OF ORGANIZED TOWNSHIP NET DISBURSEMENTS FOR LOCAL ROADS, 1972-1981

Fiscal Year	Construction	Maintenance	Township Aid to County	Debt Service			Total Disburse.
				Bond Principal	Bond Interest	Interest on Short-term Borrowings	
	$	$	$	$	$	$	$
1972	2,189,489	2,719,308	143,328 1/	1,000	600	9,790	5,063,515
1973	2,106,199	2,768,663	178,603 1/	3,400	512	6,990	5,064,367
1974	3,239,895	3,420,558	164,151 1/	5,600	614	5,746	6,836,564
1975	3,271,493	4,285,757	180,200 1/	3,800	1,190	7,582	7,750,022
1976	2,617,944	5,078,882	178,249	2,800	539	10,099	7,888,513
1977	2,884,664	4,701,494	104,820	5,200	597	10,965	7,707,740
1978	2,471,839	4,772,194	101,901 1/	2,700	227	7,092	7,355,953
1979	1,942,120	5,157,149	83,135 1/	1,200	72	8,359	7,192,035
1980	2,475,662	6,202,953	131,624 1/	—	—	10,403	8,820,642
1981	2,203,845	6,091,956	121,855 1/	—	—	14,123	8,431,779

1/ Includes funds transferred from dissolved organized townships to county highway fund as follows: Year 1972 - $7,904; Year 1973 -$3,931; Year 1974 - $3,810; Year 1975 - $1,945; Year 1978 - $2,808; Year 1979 - $3,340; Year - 1980 - $476; Year 1981 - $998.

SUMMARY OF INCORPORATED CITY NET RECEIPTS FOR STREETS, 1972-1981

Fiscal Year	Property Tax and Special Assessments	Transfers From County 1/	General Fund Appropriations	State Apportionments of Highway Tax	Federal Revenue Sharing	Long-term Borrowing	Misc.	Total Receipts
	$	$	$	$	$	$	$	$
1972	7,081,248	218,280 2/	2,119,479	5,532,848 3/	—	5,215,727	306,891	20,474,473
1973	7,051,641	171,001	2,445,944	3,999,680	119,601	5,590,642	296,235	19,674,744
1974	7,267,744	212,499	2,092,914	6,072,875	685,098	5,294,417	355,966	21,981,513
1975	8,026,267	156,099	3,294,036	6,259,581	750,167	11,088,574	533,931	30,108,565
1976	9,521,775	168,543	3,179,610	6,718,063	707,763	13,756,320	860,586	34,912,660
1977	11,174,737	335,493 2/	3,614,211	7,097,939	785,447	22,380,654	1,092,004	46,480,485
1978	12,905,635	229,143 2/	4,091,066	8,179,855	423,649	18,204,824	4,061,942	48,096,114
1979	13,916,811	248,005 2/	4,176,208	8,661,185	688,469	27,705,195	2,956,080	58,351,953
1980	15,146,714	148,507	5,398,076	8,665,584	501,712	33,810,851	3,049,080	66,720,524
1981	17,878,348	168,385 2/	5,554,362	8,619,227	660,459	15,528,435	3,147,232	51,556,448

1/ Except as noted, consists of 20% county road and bridge taxes levied on city property.
2/ Includes county aid to cities for street work as follows: Year 1972 - $37,370; Year 1977 - $125,000; Year 1978 - $125,000; Year 1979 -$125,000; Year 1981 - $5,000.
3/ Effective July 1, 1971, cities share of highway taxes distributed directly to them by state treasurer. Prior to July 1, 1971, state treasurer distributed cities share to the counties and the counties in turn distributing these highway taxes to the cities. Amount includes undistributed balances of special municipal highway funds (27% cities share) of $1,765,716 in hands of county treasurers as of July 1, 1971.

SUMMARY OF INCORPORATED CITY NET DISBURSEMENTS FOR STREETS, 1972-1981

Fiscal Year	Const.	Maint.	Administration	Traffic Police	Payments to State 1/	Payments to Counties 2/	Debt Service		Total Expenditures
							Principal	Interest	
	$	$	$	$	$	$	$	$	$
1972	4,480,262	4,720,673	168,709	1,385,925	432,454	2,901	4,435,051	2,238,428	17,864,403
1973	5,041,998	5,293,637 3/	176,106	1,485,635	1,785,107	24,839	4,760,728	2,271,205	20,839,255
1974	5,269,900	5,746,801 3/	202,436	1,662,432	923,497	13,519	4,973,988	2,322,887	21,115,460
1975	11,338,814	7,216,225 3/	212,140	1,938,293	517,300	64,952	5,296,525	2,322,416	28,906,665
1976	11,718,738	7,824,987 3/	283,927	2,123,668	1,233,288	71,176	5,905,682	2,924,040	32,085,506
1977	20,757,386	7,353,492 3/	256,952	2,456,661	1,366,387	—	6,772,415	3,449,850	42,413,143
1978	16,147,903	9,014,101 3/	387,589	2,633,320	1,260,614	65,934	8,322,838	4,366,081	42,198,380
1979	22,754,354	10,052,839 3/	417,326	2,844,345	1,891,478	25,531	7,275,244	4,602,176	49,863,293
1980	33,394,400	11,300,017	504,011	3,199,129	2,029,145	24,065	9,617,307	6,703,489	66,771,563
1981	17,658,939	10,497,011	433,831	3,625,267	2,103,403	31,805	10,264,462	8,025,361	52,640,079

1/ For cities share of street construction projects located on the city urban system or on municipal extensions of the State Highway System.
2/ For construction of municipal extensions of County Highway System.
3/ Includes transfers to non-highway funds as follows: Year 1973 - $16,312; Year 1974 - $9,084; Year 1975 - 259,623; Year 1976 - $58,964; Year 1977 -$104,864; Year 1978 - $167,729; Year 1979 - $192,215.

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